

GOVERNMENT SALES.

GOVERNMENT SALE OF THE MILITARY RAILROAD AT BRAZOS SANTIAGO, TEXAS.—Office Chief Quartermaster Fifth Military District, New Orleans, La., July 9, 1867.

Sealed Proposals will be received at this office until 10 A. M., August 21, 1867, for the purchase of all the right, title and interest of the United States in and to the United States Military Railroad from Brazos Santiago to White's Rancho, Texas.

- The sale will include the entire track and sidings, buildings, water stations, turn-tables, etc., the railroad materials, the supplies remaining to the road, together with the rolling stock, cars, machinery, and other equipment, as follows:
1. Cattle Bars.
2. Pinch Bars.
3. Square Brasses.
4. Shipping Boxes.
5. Flat Trucks.
6. Railroad Chairs.
7. Pounds Railroad Chairs.
8. Push Car Frame.
9. Cow's Feet.
10. Railroad Frogs and Switch Stands.
11. Track Gauge.
12. Locomotive Railroad Iron.
13. Locomotive and Tender.
14. Locomotive.
15. Head-light Locomotive.
16. Coal-truck.
17. Spike Muncher.
18. Spike Punches.
19. Pounds Car Springs.
20. Screw Wrenches.
21. Pounds Railroad Spikes.
22. Miles Railroad Track.
23. Ties.
24. Cross Ties.
25. Fire Tongs.
26. Pounds Car Wheels.
27. Screw Wrenches.
28. Cooking Stove.
29. Stove.
30. Hand Car.
31. Hand Car.

This sale will not include the bridge over the Boca Chica. The title will not include the title to the land, which does not belong to the United States. The road is about ten miles in length, and extends from Brazos Santiago to White's Rancho, on the Rio Grande. From this point connection is made by steamer with Brownsville and Matamoros.

The route is the shortest and best for the immense traffic between the Gulf of Mexico and the interior of southern Texas and northern Mexico, and the route can be readily extended to Brownsville. The road already completed saves thirty miles of difficult and tortuous navigation. The road is five feet gauge, good ties, rail, and well spiked. The property may be inspected on application to Captain General G. H. Crossman, New Orleans, Texas, and any information desired may be obtained from that officer, or from the office of the Chief Quartermaster Fifth Military District, New Orleans, La.

A condition of the sale will be that transportation shall be furnished for all Government troops and supplies whenever required, at rates not to exceed those paid by the United States to other railroad companies in the Fifth Military District.

The terms of payment accepted will be those considered the most favorable to the Government. Ten per cent. cash, in Government funds, to be paid on acceptance of proposal. The Government reserves the right to reject any or all proposals.

Proposals should be indorsed "Proposals for the purchase of Brazos Santiago and Rio Grande Railroad," and addressed "Brevet Lieutenant-Colonel A. G. McGonigle, A. Q. M., U. S. Army, Office Chief Quartermaster Fifth Military District, New Orleans, La."

Brevet Lieut.-Col. and A. Q. M., U. S. Army, 820 ft. in charge of office.

LARGE SALE OF PUBLIC PROPERTY. OFFICE ARMY CLOTHING AND EQUIPAGES, ST. LOUIS, MO., August 15, 1867.

- Will be sold at public auction, at the DEPOT OF ARMY CLOTHING AND EQUIPAGES, No. 97 NORTH MAIN STREET, ST. LOUIS, on TUESDAY, the 3d day of September next, commencing at 10 o'clock A. M., to be continued from day to day, the following articles of Army Clothing and Equipage:
72,000 Great Coats (footmen's).
58,000 Great Coats (horsemen's).
50,000 Uniform Hats.
50,000 Striped Feathers.
30,000 Hat Covers and Tassels (blue).
50,000 Forage Caps.
3,111 Uniform Frock Coats.
45,000 Uniform Jackets.
8,450 Cotton and Canvas Jackets.
328 Knit Jackets.
18,889 Lined Sack Coats.
60,212 Lined Sack Coats.
4,508 Overalls.
4,000 Stable Frocks.
9,425 Knit Shirts.
4,945 Knit Drawers.
20,500 Leather Neck Stocks.
1,000 Wadded Sashes.
282 Pair Boots.
10,323 Pair Gaiters.
12,280 Pair Trowsers (footmen's).
15,000 Pair Trowsers (horsemen's).
50,000 Haversacks.
50,000 Kapsacks.
25,000 Rubber Blankets.
65,500 Wadded Blankets.
20,000 Pick Axes.
15,400 Pick Axe Handles.
These articles are all new, and offer great inducements to dealers throughout the country. A small quantity of damaged property will be sold at the same time and place. Samples of all may be seen at the Depot within ten days of sale, and catalogues will be furnished on application.

Terms—Cash in Government funds, ten per cent. down, the balance before the goods are taken from the Depot, which must be five days after the date of forfeiture of the purchase and the ten per cent. deposited. By order of the Quartermaster-General, JOHN F. RODGERS, Captain and Military Storekeeper, United States Army.

LARGE SALE OF NEW MATERIAL. DEPOT QUARTERMASTER'S OFFICE, ST. LOUIS, MO., August 15, 1867.

- By direction of the Quartermaster-General a large lot of new Quartermaster's Stores and Horse Medicines will be sold at public auction, at the Auction Depot, under the supervision of Brevet Lieutenant-Colonel James M. Moore, Quartermaster U. S. A., on MONDAY, September 2, commencing at 10 A. M., consisting in part of:
675 lbs. ingot copper,
675 coal oil burners,
10,444 lbs. cast-iron nuts,
2500 lbs. iron wire,
600 lbs. R. W. and other spikes,
103 carpenter's, etc., clamps,
7679 lbs. oil tanned leather,
2383 lbs. oakum,
177 lbs. mica,
616 packing hemp,
271 spools W. and B. thread,
8100 ft. coil chain, ALSO,
300 lbs. sulphate cop.,
100 lbs. alum,
100 lbs. sulphur,
100 lbs. tartar emetic,
100 lbs. corrosive sublimate,
39 lbs. iodine potassa,
60 lbs. cream tartar,
447 lbs. olive juniper, spike, amber, wintergreen, British, croton, nutmeg, etc. etc. etc.
400 lbs. turpentine,
100 lbs. rosin,
100 lbs. myrrh,
100 lbs. benzoin,
100 lbs. camphor,
100 lbs. opium,
100 lbs. niter,
100 lbs. saltpetre,
300 lbs. sulphate cop.,
100 lbs. alum,
100 lbs. sulphur,
100 lbs. tartar emetic,
100 lbs. corrosive sublimate,
39 lbs. iodine potassa,
60 lbs. cream tartar,
447 lbs. olive juniper, spike, amber, wintergreen, British, croton, nutmeg, etc. etc. etc.
400 lbs. turpentine,
100 lbs. rosin,
100 lbs. myrrh,
100 lbs. benzoin,
100 lbs. camphor,
100 lbs. opium,
100 lbs. niter,
100 lbs. saltpetre.

Terms—Cash in Government funds. By order of General C. H. Tompkins, Depot Quartermaster. JAMES M. MOORE, 817 ft. Bvt. Lieut.-Col., U. S. Army, in charge.

GARDNER & FLEMING, COACH MAKERS, No. 214 SOUTH FIFTH STREET.

New and Second-hand Carriages for sale. Particular attention paid to repairing. 630 ft.

PROPOSALS.

IMPROVEMENT OF THE DES MOINES RAPIDS OF THE MISSISSIPPI RIVER. U. S. ENGINEER'S OFFICE, DAVENPORT, IOWA, July 24, 1867.

Sealed proposals, in duplicate, will be received at this office until 12 M., WEDNESDAY, September 4, 1867, for excavating the prism and constructing the embankment wall of the canal for the improvement of the navigation of the Mississippi river at the Des Moines Rapids.

The Canal is to be about 7 1/2 (seven and one-half) miles long, extending from Nashville to the greater part of the distance will be about 300 (three hundred) feet from the low shore, to be built of earth, clay and rock, to be 10 (ten) feet wide on top, including the rip-rap covering to be 2 (two) feet above high-water mark with a slope of 1 (one) vertical to 10 (ten) horizontal. The average thickness of the rip-rap protection to be 2 1/2 (two and one-half) feet on the river side, (two) feet on the canal side, and (one) foot on top.

All proposals must state the price at which each and every kind of work specified in the proposal is to be done, and no bid will be considered that is not definite in this respect. The Government reserves the right to reject any and all bids. Each bid must contain a written or printed guarantee to be indorsed "Proposals for the improvement of the Des Moines Rapids." Blanks for proposals of the form required, with form of guarantee, will be furnished at this office on application.

The price of the contract will be considered as including the expense of furnishing all the materials and performing all the work, and also the plans and specifications exhibited at this office.

The entire cost of the canal is estimated at \$2,088,945 (two million six-hundred and eighty-eight thousand nine hundred and forty-five). The amount appropriated by Congress is \$700,000 (seven hundred thousand dollars)—the contract can only be made to cover this amount.

Persons desiring further information can obtain the same by calling at this office, where plans and specifications, and form of contract can be consulted.

Proposals must be addressed to the undersigned, and should be indorsed "Proposals for work on the improvement of the Des Moines Rapids." J. H. WILSON, Lieut.-Col. 35th Infantry, 720 ft. Bvt. Major-General U. S. Army.

PHILADELPHIA DEPOT. ASSISTANT QUARTERMASTER'S OFFICE, No. 119 GIBBARD STREET.

PHILADELPHIA, August 19, 1867. Proposals will be received at this office until 12 o'clock M., SATURDAY, August 24th, 1867, to restore to its original condition eleven hundred and eighty-seven (1187) feet, more or less, of the Grove Avenue, Chestnut Hill, Philadelphia, on the grounds formerly occupied by the United States Government in connection with the "Mower" Hospital.

Each bid must be guaranteed by two responsible persons, whose signatures must be appended to the bid, and certified to as being good and sufficient security for the amount involved, by the United States District Judge, Attorney, Collector, or other public officer.

The right is reserved to reject any bid deemed too high, and to award the contract to a defaulting contractor will be received. Endorse envelopes, "Proposals for Repairs to Willow Grove Avenue." By order of Brevet Major-General G. H. Crossman, Assistant Quartermaster-General, United States Army. HENRY W. JAMES, Captain and Assistant Quartermaster, 819 ft. Brevet Lieutenant-Colonel, U. S. A.

HOUSE AND SIGN PAINTING. PAINTING. THOMAS A. FAHY, HOUSE AND SIGN PAINTER, (Late Fahy & Bro.) No. 31 North THIRD Street.

OLD BRICK FRONTS done up, and made to look equal to the finest press brick. Samples at the shop and country orders solicited. All orders promptly attended to. 419 ft. JOHN F. RODGERS, General Superintendent.

NEW PUBLICATIONS. LECTURES.—A NEW COURSE OF LECTURES IN THE ANATOMY OF THE HUMAN BODY, by J. H. WILSON, M.D., U.S. Army, Surgeon-General. NEW YORK: MUSEUM OF ANATOMY AND SCIENCE, No. 818 BROADWAY, N. Y.

FERTILIZERS. AMMONIATED PHOSPHATE. AN UNSURPASSED FERTILIZER. For Wheat, Corn, Oats, Potatoes, Grass, the Vegetable Garden, Fruit Trees, Grape Vines, &c. &c. This Fertilizer contains Ground Bone and the best Fertilizing Salts. Price 50¢ per ton of 2000 pounds. For sale by the manufacturers. WILLIAM ELLIS & CO., Chemists, 125m ft. No. 724 MARKET STREET.

WANTS. BOOK AGENTS IN LUCK AT LAST. The crisis is passed. The hour has come to lift the veil of secrecy which has hitherto enveloped the inner workings of the Government. The Government is offering to the public General L. C. Baker's "HISTORY OF THE SECRET SERVICE." For thrilling interest this book transcends all the romances of a thousand years, and is a masterpiece of fiction. Agents are clearing from \$20 to \$50 per month, which can be proved by any doubting applicant. Agents for all the principal agencies in territory yet unoccupied. Address P. GARRETT & CO., No. 708 CHESTNUT STREET, PHILADELPHIA.

WANTED.—FOR THE U. S. MARINE CORPS, white-bodied MEN. Recruits must be able-bodied, young, unmarried men. They will be paid \$10 per month, and given 25¢ per day for food and clothing. For further information apply to JAMES LEWIS, Captain and Recruiting Officer, No. 218, FRONT STREET.

FRENCH STEAM SCOURING. ALBEDYLL, MARX & CO. No. 123 SOUTH ELEVENTH STREET.

DRURY WELLS—OWNERS OF PROPERTY.—The only place to get Drury Wells cleaned and disinfected at very low prices. A. PEYSON, Manufacturer of Pottery, 510 GOLDSMITH'S HALL, LIBERTY STREET.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD.—THE MIDDLE ROUTE.—Shortest and most direct route between Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Mahanoy City, Kingston, Pottsville, and Philadelphia. Passenger Depot in Philadelphia, N. W. corner of BELKIN and WALNUT STREETS. SUMMER ARRANGEMENT.

On and after WEDNESDAY, June 19, 1867, Passenger trains leave the New Depot, corner Belk and Walnut Streets, Philadelphia, as follows:
At 7:40 A. M.—Morning Express, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.
At 8:15 A. M.—Morning Express, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.

At 10:15 A. M.—Accommodation for West Washington, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.
At 11:15 A. M.—Express for Bethlehem, Allentown, Mauch Chunk, White Haven, Wilkesbarre, Mahanoy City, Kingston, Pottsville, and Philadelphia.

At 12:15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.
At 1:15 P. M.—Express for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.

At 2:15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.
At 3:15 P. M.—Express for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.

At 4:15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.
At 5:15 P. M.—Express for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.

At 6:15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.
At 7:15 P. M.—Express for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.

At 8:15 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.
At 9:15 P. M.—Express for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.

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RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD. SUMMER TIME, TAKING EFFECT JUNE 2, 1867. The trains of the Pennsylvania Central Railroad leave the depot at FIFTH and MARKET STREETS, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chester and Delaware Bay Railroad run within one square of it.

On Sunday, the Market Street car leaves from the depot of each train, and can be had on application at Sleeping Car Ticket Office, No. 119 GIBBARD STREET, Philadelphia. Agents of the Union Transfer Company will call for baggage at Walnut Street Railway car, No. 10, 10th Street, or No. 1, 18th Street, Philadelphia, and will receive attention.

THAT LEAVE DEPOT, VIZ.—Mail Train, 7:00 A. M. Accommodation, No. 1, 7:10 A. M. Express, 7:30 A. M. Accommodation, No. 2, 7:40 A. M. Express, 8:00 A. M. Accommodation, No. 3, 8:10 A. M. Express, 8:30 A. M. Accommodation, No. 4, 8:40 A. M. Express, 9:00 A. M. Accommodation, No. 5, 9:10 A. M. Express, 9:30 A. M. Accommodation, No. 6, 9:40 A. M. Express, 10:00 A. M. Accommodation, No. 7, 10:10 A. M. Express, 10:30 A. M. Accommodation, No. 8, 10:40 A. M. Express, 11:00 A. M. Accommodation, No. 9, 11:10 A. M. Express, 11:30 A. M. Accommodation, No. 10, 11:40 A. M. Express, 12:00 P. M.

At 1:00 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.
At 2:00 P. M.—Express for Doylestown, stopping at all intermediate stations. Passengers for Doylestown, for Allentown, Mauch Chunk, Hazleton, White Haven, Wilkesbarre, Kingston, Pottsville, and Philadelphia.

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RAILROAD LINES.

READING GREAT TRUNK LINE. FROM PHILADELPHIA TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, THE NORTH, NORTHWEST, AND VALLEY CANALS, AND THE YORK AND LEHIGH RAILROADS. ARRANGEMENT OF PASSENGER TRAINS, May 6, 1867.

Leaving the depot at FIFTH and MARKET STREETS, Philadelphia, at the following hours:
At 7:00 A. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 8:00 A. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 9:00 A. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 10:00 A. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 11:00 A. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 12:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 1:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 2:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 3:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 4:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 5:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 6:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 7:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 8:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 9:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 10:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 11:00 P. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 12:00 A. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

At 1:00 A. M.—Morning Express, for Reading, Pottsville, and Harrisburg.
At 2:00 A. M.—Morning Express, for Reading, Pottsville, and Harrisburg.

SHIPPING.

STEAM TO LIVERPOOL.—CALLING at Queenstown.—The Ocean Mail sailing semi-weekly, carrying the United States Mail, RETURN TO PHILADELPHIA, FIRST CLASS, \$30 GOLD.

CITY OF NEW YORK, on Wednesday, August 21, at 10 o'clock A. M. CITY OF ANTWERP, on Saturday, August 24, at 10 o'clock A. M. CITY OF BOSTON, on Monday, September 2, at 10 o'clock A. M. CITY OF LONDON, on Wednesday, September 4, at 10 o'clock A. M. CITY OF BRISTOL, on Friday, September 6, at 10 o'clock A. M. CITY OF GLoucester, on Sunday, September 8, at 10 o'clock A. M. CITY OF LISBON, on Tuesday, September 10, at 10 o'clock A. M. CITY OF MADRID, on Thursday, September 12, at 10 o'clock A. M. CITY OF BARCELONA, on Saturday, September 14, at 10 o'clock A. M. CITY OF VALENCIA, on Monday, September 16, at 10 o'clock A. M. CITY OF BILBAO, on Wednesday, September 18, at 10 o'clock A. M. CITY OF SEVILLE, on Friday, September 20, at 10 o'clock A. M. CITY OF MALAGA, on Sunday, September 22, at 10 o'clock A. M. CITY OF CADIZ, on Tuesday, September 24, at 10 o'clock A. M. CITY OF LISBON, on Thursday, September 26, at 10 o'clock A. M. CITY OF MADRID, on Saturday, September 28, at 10 o'clock A. M. CITY OF BARCELONA, on Monday, October 1, at 10 o'clock A. M. CITY OF VALENCIA, on Wednesday, October 3, at 10 o'clock A. M. CITY OF BILBAO, on Friday, October 5, at 10 o'clock A. M. CITY OF SEVILLE, on Sunday, October 7, at 10 o'clock A. M. CITY OF MALAGA, on Tuesday, October 9, at 10 o'clock A. M. CITY OF CADIZ, on Thursday, October 11, at 10 o'clock A. M. CITY OF LISBON, on Saturday, October 13, at 10 o'clock A. M. CITY OF MADRID, on Monday, October 15, at 10 o'clock A. M. CITY OF BARCELONA, on Wednesday, October 17, at 10 o'clock A. M. CITY OF VALENCIA, on Friday, October 19, at 10 o'clock A. M. CITY OF BILBAO, on Sunday, October 21, at 10 o'clock A. M. CITY OF SEVILLE, on Tuesday, October 23, at 10 o'clock A. M. CITY OF MALAGA, on Thursday, October 25, at 10 o'clock A. M. CITY OF CADIZ, on Saturday, October 27, at 10 o'clock A. M. CITY OF LISBON, on Monday, October 29, at 10 o'clock A. M. CITY OF MADRID, on Wednesday, October 31, at 10 o'clock A. M. CITY OF BARCELONA, on Friday, November 2, at 10 o'clock A. M. CITY OF VALENCIA, on Sunday, November 4, at 10 o'clock A. M. CITY OF BILBAO, on Tuesday, November 6, at 10 o'clock A. M. CITY OF SEVILLE, on Thursday, November 8, at 10 o'clock A. M. CITY OF MALAGA, on Saturday, November 10, at 10 o'clock A. M. CITY OF CADIZ, on Monday, November 12, at 10 o'clock A. M. CITY OF LISBON, on Wednesday, November 14, at 10 o'clock A. M. CITY OF MADRID, on Friday, November 16, at 10 o'clock A. M. CITY OF BARCELONA, on Sunday, November 18, at 10 o'clock A. M. CITY OF VALENCIA, on Tuesday, November 20, at 10 o'clock A. M. CITY OF BILBAO, on Thursday, November 22, at 10 o'clock A. M. CITY OF SEVILLE, on Saturday, November 24, at 10 o'clock A. M. CITY OF MALAGA, on Monday, November 26, at 10 o'clock A. M. CITY OF CADIZ, on Wednesday, November 28, at 10 o'clock A. M. CITY OF LISBON, on Friday, December 1, at 10 o'clock A. M. CITY OF MADRID, on Sunday, December 3, at 10 o'clock A. M. 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